

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Korea	REPORT	
SUBJECT	Conditions at the Ch'ŏngjin Railroad Station	DATE DISTR.	2 August 1954
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		REFERENCES	

This is UNEVALUATED

640802

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. The Ch'ŏngjin (N 41-47, E 129-48) (EB6626) railroad station has been rebuilt into a one-story, wood and cement building. The roundhouse (EB668255), formerly a concrete structure, which had been almost completely destroyed, has been rebuilt into a one-story wood structure with a wooden roof. The tracks in the railroad yard (EB665263) are completely repaired and in good condition. 25X1
2. Between 12 and 17 March 1954 a total of 150 loaded freight cars were observed in the railroad yard.¹ Rolling stock included flatcars, tank cars, boxcars, gondolas, standard-type steam engines, and Czechoslovakian-made steam engines. The freight cars appeared to be very old, many bearing Chinese characters which indicated that they date back to the Japanese occupation. The standard steam engines also looked old, some showing rust, and the wheels seemed old and worn. The Czechoslovakian engines looked new, had a long, low silhouette, and were equipped with an automatic stoker. The latter were used primarily for passenger trains. Red wooden plaques attached to the side of each car indicated that they were destined for Kilchu and Kimch'aek (Songjin).² The cars have a carrying capacity of between 28 and 30 tons. The following freight was observed:
 - a. Twenty-five cars labeled "relief," half of them boxcars, the other half gondolas, were loaded with bales of clothing, tied with straw rope, and with wooden packing cases. The wooden cases measured about one meter square, the bales of clothing about 1 x 1 x 1.5 meters.
 - b. Thirty gondolas loaded with powdered coal.
 - c. Fifty flatcars with heavy lumber similar to that used for railroad ties or for bridge construction. The lumber was an estimated 9 to 12 inches square and 4 to 5 meters long.

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STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC						
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- d. Twenty cars labeled "provisions" and loaded with grain in straw and hemp sacks. Each sack was filled with an estimated 90 kilograms of grain.
 - e. Fourteen flatcars, each with eight I-beam type heavy steel girders about 20 by .7 by .4 meters in size.
 - f. Three flatcars each loaded with two truss construction girders. A cable and a hook were hanging from the end of each girder.³ Each girder measured about 12 by .8 by 1.5 meters.
 - g. Five flatcars loaded with steel railroad rails about 20 meters long.
 - h. Three gondolas, labeled machinery, were loaded with crates.
3. A commuter-type train leaves Ch'ongjin for Nanam (EB5818), Kangdok (EB6024), and Susong (EB6131) at 7 a.m. and at 5 p.m. The round trip takes an estimated 1-1/2 hours. In the morning the train goes directly to Nanam, and in the afternoon it goes through Susong enroute to Nanam. The through train between P'yongyang and Najin (N 42-15, E 130-17)(FB0678) stops in Ch'ongjin for 15 to 20 minutes. It arrives from Najin at about 10 p.m. and from P'yongyang at about 4:30 a.m.⁴
4. There are no regular guard forces at the Ch'ongjin station nor fences at the railroad yard, although certain railroad employees are responsible for watching the cargoes and, as a safety measure, for preventing civilians from crossing the yard. It is difficult to obtain employment at the station since the majority of the employees have worked on the railroad for a long time, and there are few openings. Labor Party approval is necessary in order to gain employment. Although many of the present employees are not Labor Party members, they hold their positions because of their seniority and skill. The Ch'ongjin station master is HONG T'ae-il (3163/3141/2480), about 50 years of age and a Labor Party member. He has worked at the station many years.
5. The following are classes of employment and description of duties of various railroad personnel:⁵

<u>POSITION</u>	<u>DUTIES</u>
Station master (First-class station) ⁶	Responsible for all aspects of station management and operation.
Assistant station master (First-class station)	Assists the station master in his duties. May also act as station master in a second-class station.
Station master (Third-class station)	Responsible for station management and operation. May also act as assistant station master in a second-class station.
Assistant station master (Third-class station)	Assists the station master in his duties.
Senior train master	Usually has a seat reserved for him in the last car of a passenger train. He controls the train with flag signals. He may also, if necessary, work on a freight train.

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<u>POSITION</u>	<u>DUTIES</u>
Junior train master	Rides in the last car of a freight train and gives the flag signals necessary for the operation of the train. He may, when necessary, act as a train master on a passenger train.
Squad leader	Supervises the employees who keep the train clean.
Senior employee	Similar to a porter. Cleans the train.
Employee	Same as senior employee.

1. Comment. This paragraph is from the same and should not be taken as confirmation. 25X1
2. Comment. In 1951 the city of Sŏngjin was renamed Kim Ch'aek after the former vice premier who died during the Korean war. 25X1
3. Comment. These girders were possibly parts of cranes. 25X1
4. Comment. According to available information, the train is scheduled to arrive from Najin at 6:19 a.m., and from P'yŏngyang at 11:30 p.m. 25X1
5. Comment. Station masters wear insignia similar to that of North Korean Army officers and are regarded as railroad officer personnel. Their insignia is yellow with brown stripes and gold-colored, metal stars. The insignia of employees and train masters is like that of army enlisted personnel. It is dull orange with yellow stripes. Railroad personnel wear a five-pointed star on their caps. See attachment. 25X1
6. Comment. Cities such as P'yŏngyang and Ch'ŏngjin have first-class stations; Unggi (N 42-21, E 130-24)(FB1589), second-class; and Onsŏng (N 42-57, E 129-59)(BO8055), third-class. In 1950 the population of Onsŏng was about 8,000. 25X1

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ATTACHMENT

SHOULDER-BOARD INSIGNIA WORN BY RAILROAD EMPLOYEES

Station Master, P'yongyang Station



Senior Train Master



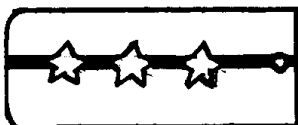
Station Master, First-class Station



Junior Train Master



Assistant Station Master,
First-class Station



Squad Leader



Station Master, Third-class Station



Senior Employee



Assistant Station Master,
Third-class Station



Employee



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